



PALM BEACH
Transportation
Planning Agency

Transit-Oriented Communities Policy Framework

Workshop
June 6th, 2025



The Presentation Will Begin Shortly.

Please complete the workshop poll - QR Code below, if you haven't done so already.





Agenda

Introductions and Project Overview

Setting the Stage for Transit-Oriented Communities

Roundtable Discussion

Report Out and Closing Remarks



Introductions

Today's Presenters

Brian Ruscher, AICP

Palm Beach TPA

Clarence Eng, FAICP

Kimley-Horn

Corinn Beem, AICP

Kimley-Horn

Elysse Dallas, CNU-A

Kimley-Horn

Housekeeping

- Hybrid Zoom Meeting
- AICP CM Credits #9311951
- Round Table Breakout

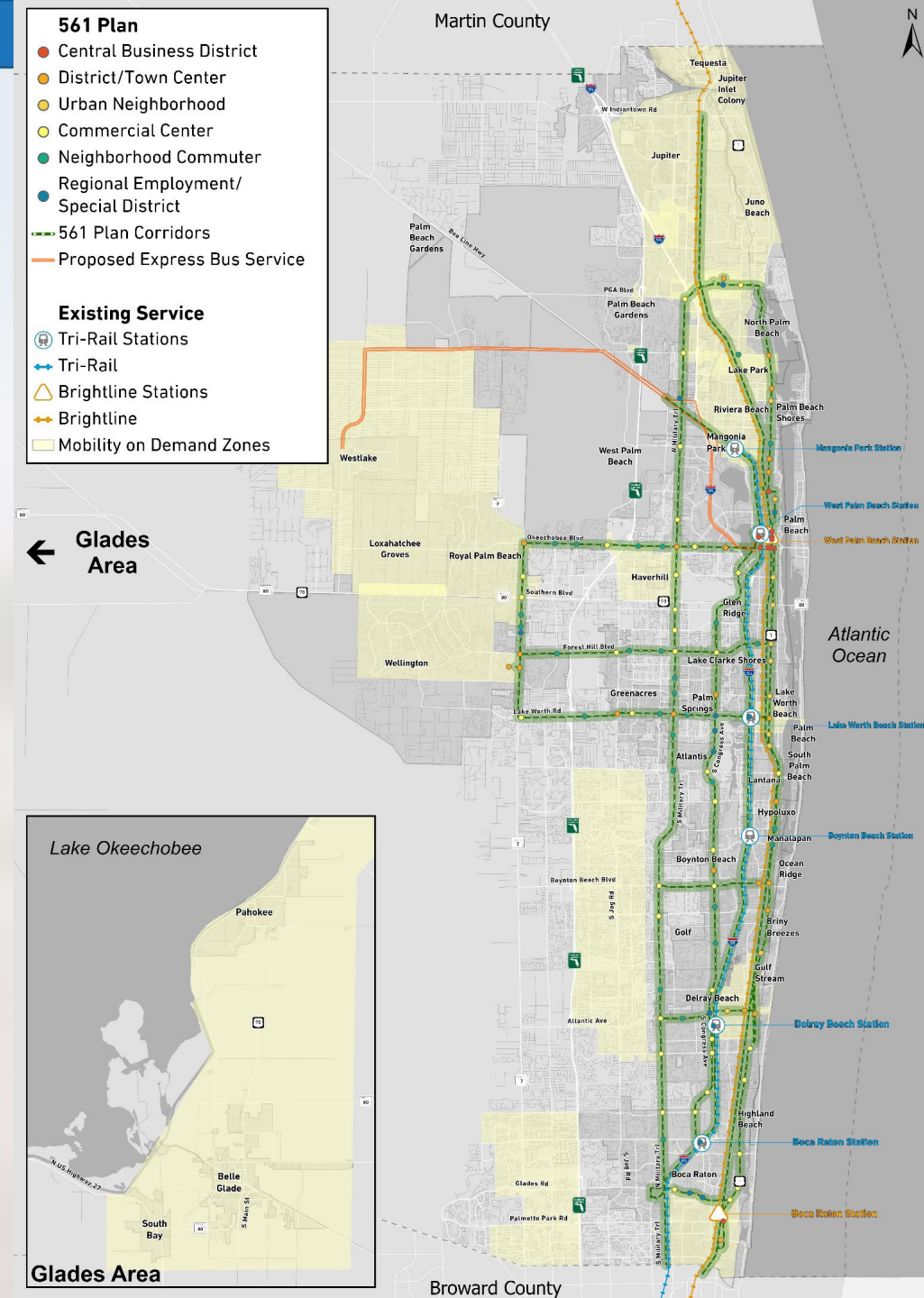
Project Overview

Phase I (Current Effort)

- Develop a framework for TOC implementation in Palm Beach County
- Land Use and Transportation Best Practices for TOC

Phase II (Future Effort)

- Specific policy recommendations for TOC implementation in Palm Beach County



Interactive Poll





Interactive Poll Results

1. Who do you represent?
2. What is your level of experience / knowledge with TOC/TOD?
3. What are you expecting out of today's workshop?
4. How do you feel about TOC policies in PBC, right now?

Setting the Stage



Transit-Oriented Communities

Transit-Oriented Communities (TOCs) are walkable, diverse, mixed-use communities closely integrated with transit. TOCs provide diverse employment and economic opportunities, and housing types for all – including affordable housing choices.



Artist Rendering of View of Brokaw Rd., looking west towards Santa Clara Station Area

Source: Santa Clara Valley Transportation Authority



Source: Pinellas Suncoast Transit Authority

Transit-Oriented Communities

TOCs vs. TODs

Differences

- District vs. Site
- City/County vs. Area
- Infrastructure vs. Building
- System Nodes vs. Station Connections

Similarities

- Mix of Uses
- Walkability/Bikeability
- Non-auto Mobility/Car-light/Car-free Options
- Capital Infrastructure and Private Development Investments
- Transit Design and Urban Design Matters in Placemaking



Source: Seattle DOT



Transit Adjacent Development

TADs

- Developments near or next to a transit station, transit centers and Park & Ride locations
- TAD fails to capitalize on encouraging compact mixed-use developments

Without

- Sufficient density and diversity of uses
- Connection/anchor to transit station
- Predominant accessibility by pedestrians and bicyclists

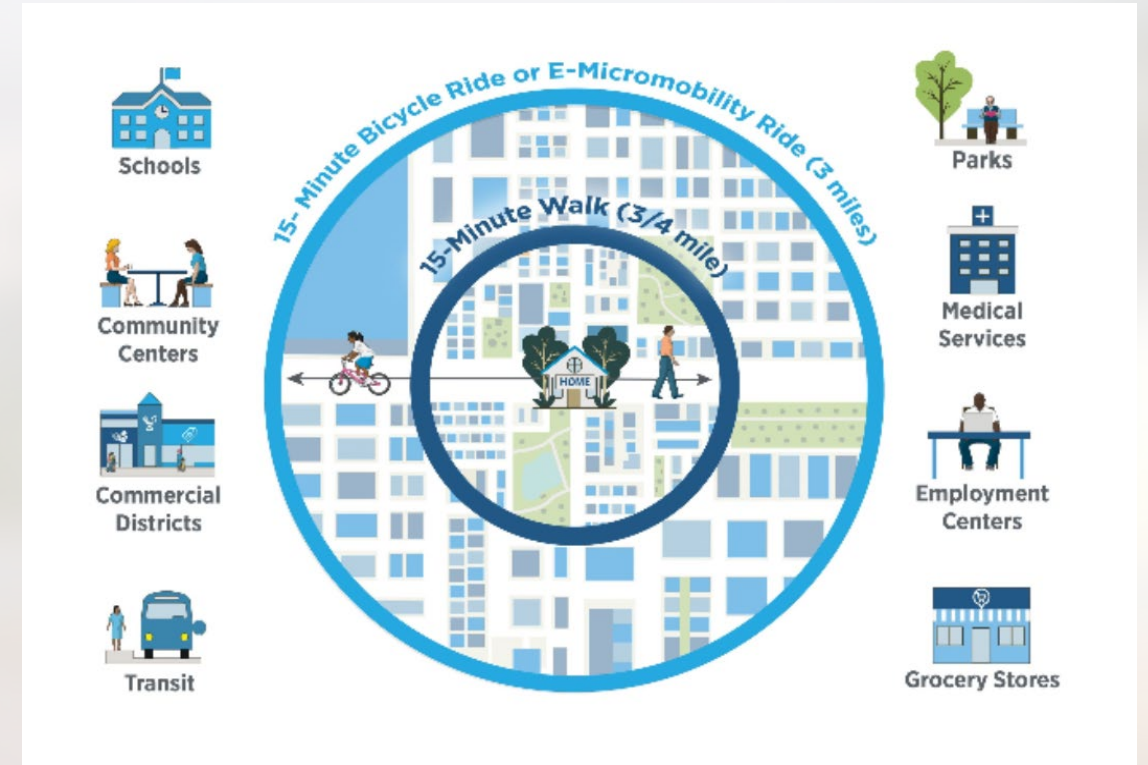
Accessibility and Connectivity

Connected Communities



Source: City of San Diego, CA

Everyday Access



Source: City of Fort Collins, CO



How do we achieve TOCs?

Cities and County

- Build streets, parks, and public places accessed by transit/mobility options
- Plan for / require walkability, especially in mixed-use communities/development
- Prioritize walk/bike /multimodal connections in transit-served / mobility hubs
- Encourage high ridership development in transit corridors (< 2 miles)

Development Partners and the Community

- Maximize the development impact of transit / multimodal investments
- Advocate for mixed-use, walkable development



TOC Key Elements

Urban Form

- Proximity to Transit Station / Mobility Hub
- Compact Urban Mixed-Use Development & Vibrant Places
- Urban Design and Activated Public Realm

Complete Streets

- People-Focused – Walkable, Sidewalks, Bikeable / Multimodal
- Comfortable, Safe Streets for All
- Prioritize Walk/Bike Modes in Transit/Multimodal Places

Mobility Hubs

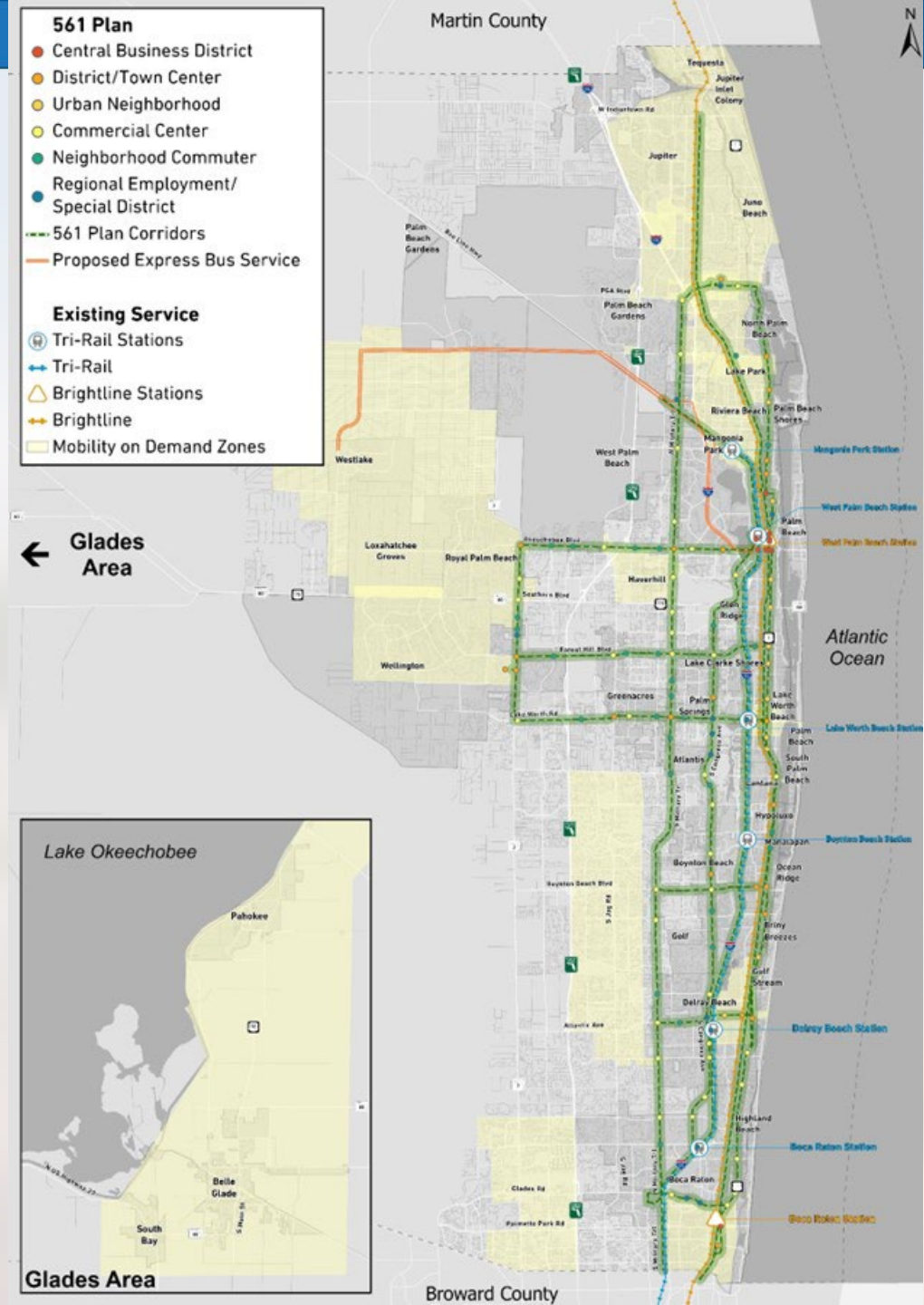
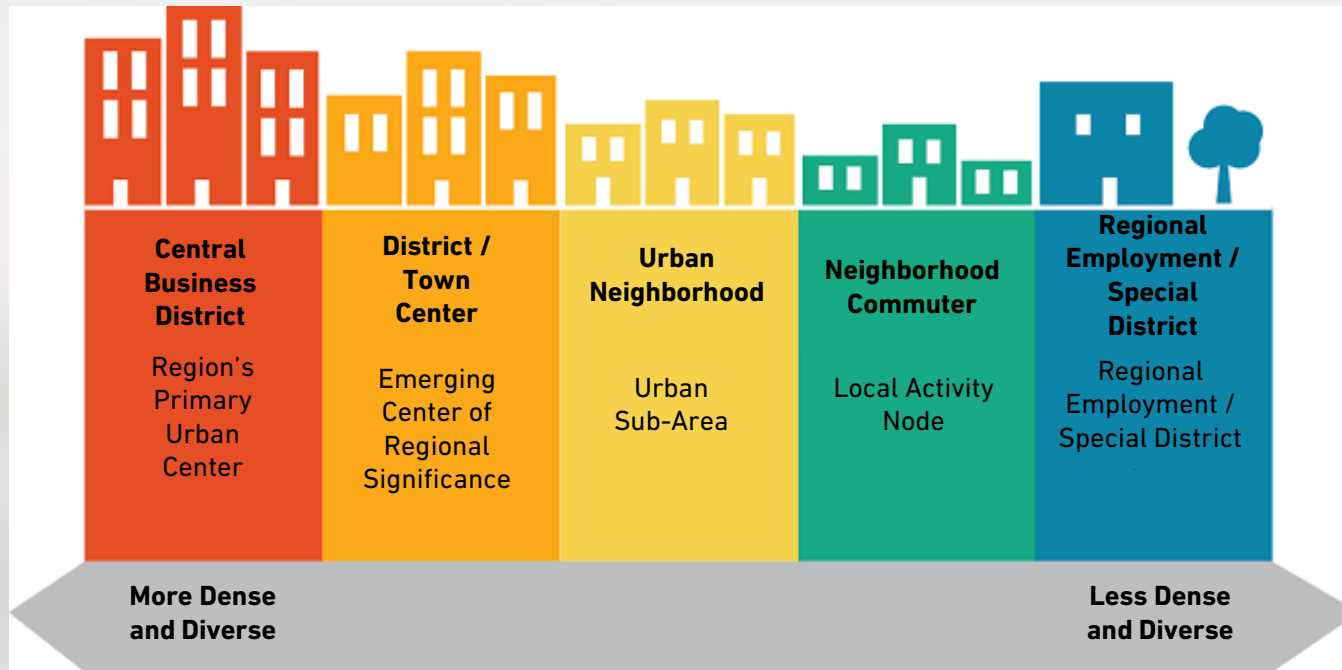
- Effective Multimodal and Transit Zones / Corridors
- High Quality Multimodal / Transit Service



Transit-Oriented Communities

Urban Form	<u>5 Ds</u> Zoning and Density Land Use Diversity Urban & Street Design Destination Accessibility Distance and Quality of Transit
Complete Streets	
Mobility Hubs	

The 561 Plan



TOC Framework



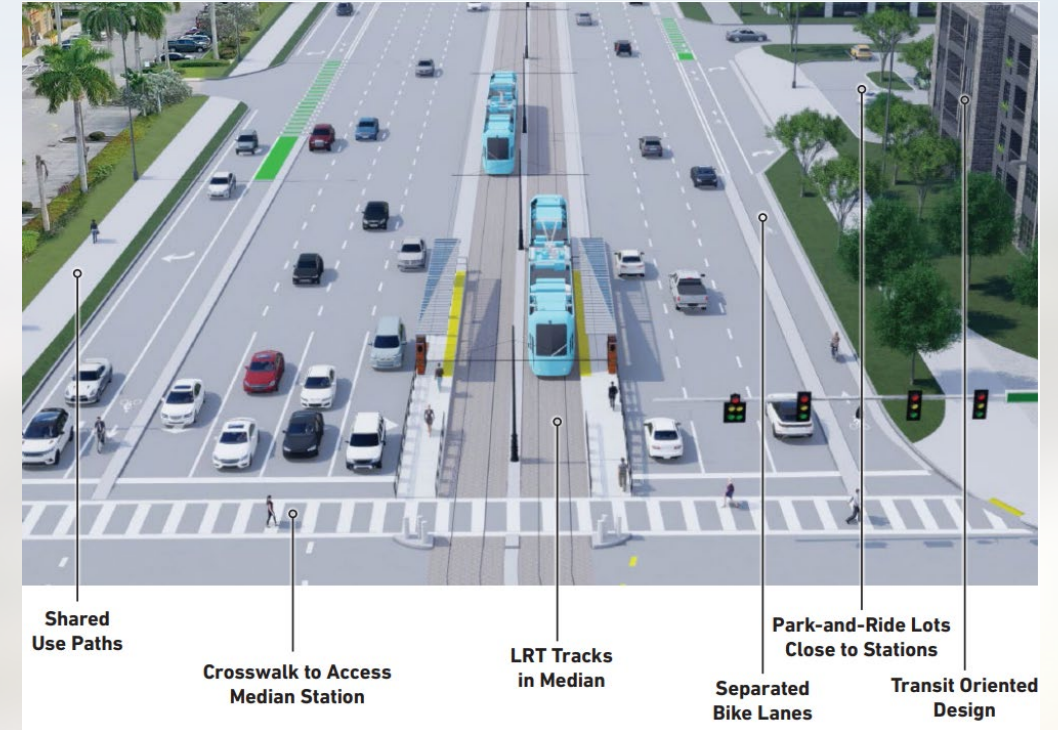
TOC Framework – Urban Form

Key Elements	Metrics
Zoning and Density	Density (du/ac); Intensity (FAR) and Lot Coverage; Height; Parking; Open Space
Land Use Diversity	Mix of Uses; Residential Use Types; Attainable Housing; Vertical Mix Use
Urban Design	Street Level Activation; Urban Design Elements
Development Context and Constraints	Vacant and Underutilized Land; Adaptive Reuse; Publicly Owned Land; Stormwater Accommodations; LOS, Impact Fees, Concurrency



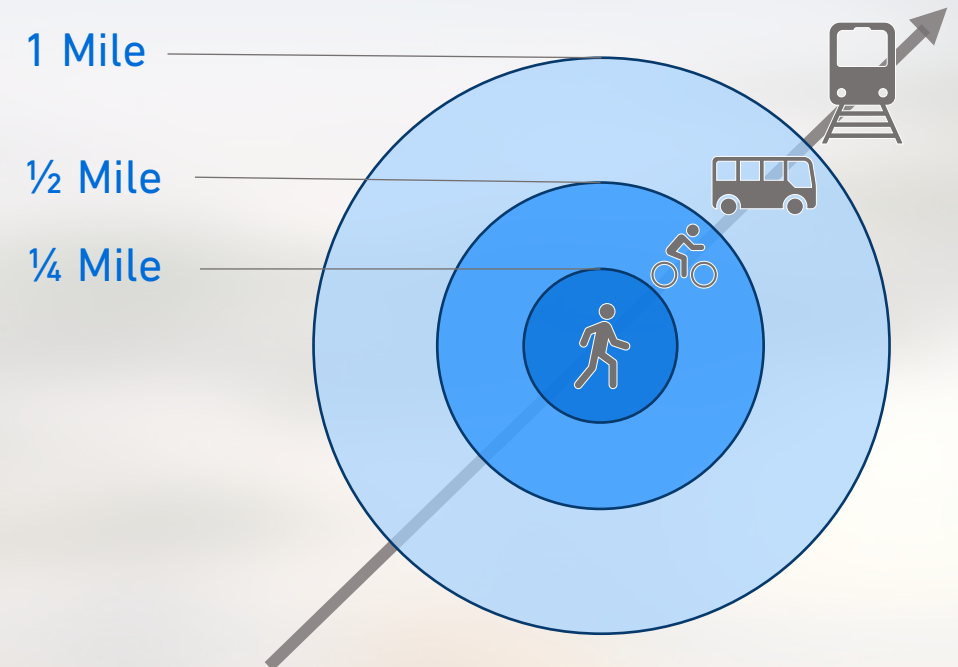
TOC Framework – Complete Streets

Key Elements	Metrics
Design	Roadway and Corridor Characteristics; Sidewalks and Pedestrian Facilities; Bicycle Facilities; Streetscapes; Parks and Open Space; Parking
Destination Accessibility	Wayfinding; Block Dimensions and Intersection Density; Crossing Locations; Transit and Mobility Hub Connections
Development Constraints	Pedestrian and Bicycle Network Gaps (First/Last Mile); Obstacles and Barriers; Conflict Areas



TOC Framework – Mobility Hubs

Key Elements	Metrics
Destination Accessibility	Micromobility; Bikeability and Walkability; Rideshare and Kiss-N-Ride; Shared Parking; Curbside Access/Management; Transit Service
Quality of Transit Service	Transit Service Frequency; Transit Service Type; On-Demand Service; First/Last Mile Connections to Transit




Building The Framework





Roundtable Breakouts

- Review the Urban Form, Complete Streets, and Mobility Hub Criteria descriptions
- Filling out blank TOC Framework for your table's station typology
- Identify a scribe for the table to report out on decisions
- Facilitators are available at each table and floating around the room for specific questions



TOC Toolkit – Urban Form

*5 Minutes
Remaining*



TOC Toolkit – Complete Streets

*5 Minutes
Remaining*



TOC Toolkit – Mobility Hubs

*5 Minutes
Remaining*

Roundtable Report Out



Closing and Next Steps





Contact

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